



Customer

Network Rail
(www.networkrail.co.uk)

Country

United Kingdom

Location

London

Delivery date

August 2008

Project summary

Condition monitoring of:

- 38 Point machines
- Wireless communication of the data
- Real-time access to the information by web interfacing
- Installation of hardware & software
- Commissioning and testing
- Maintenance consultancy

POSS London Victoria Station

London Victoria is the second busiest railway terminus in London after Waterloo. It was opened on 1 October 1860.

There are actually two separate railway stations:

The eastern side (platforms 1 – 8) for services to Kent, and the western side platforms 9 – 19) for services to Surrey and Sussex, including Gatwick Airport and Brighton.

Due to the busy train services, the points in the London Victoria area have to endure much. Point number 228 for instance performs far over 80,000 runs a year. It is obvious that most point failures lead to severe train service disruptions at this station.



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HW motor

These 38 points, that have been connected to POSS, have either HW drives or clamp lock drives (see pictures on the left and right side). Both types are powered by 110 V DC. Most points have a mechanical back drive.



Clamp lock motor



Central relay room

All points at London Victoria are controlled from a central relay room. This makes it possible to monitor all points by just one local POSS unit. This so-called BasePOSS unit can monitor up to 70 points.



Local POSS Unit

POSS measures the motor current of the point drives, the direction of the runs and the outside temperature. This data is sent via GPRS to the POSS server in the Netherlands.

The Network Rail maintenance engineers have real-time access to the data by using a web interface on their pc or mobile devices. Network Rail foresees a major rise of the importance of condition monitoring as part of the "Intelligent Infrastructure" that is going to be implemented in the near future on the British rail network.

At busy stations like London Victoria in particular, the prevention of point failures and the reduction of the MTTR is of great importance to guarantee a reliable train service.

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